

### **In the Specification**

**Please replace the paragraph beginning at page 1, line 15, with the following rewritten paragraph (this is a second revision of this paragraph).**

The drawbacks of this technique are several. 1) Transaction transit times are not available in real time. 2) There is a substantial Direct Access Storage Device (DASD) 86 ~~DASD-86~~ expense for retaining user log records 88 and a substantial subset of other IMS log records 90 required to make the TTT calculations. 3) Processing the collection of log records 88, 90 requires CPU and memory to make transaction transit time calculations. If memory is exhausted, batch program 92 is terminated and TTT calculation cannot continue. 4) Hooking the IMS sub-system could cause IMS subsystem 106 to abnormally terminate since user code 84 runs as an extension to IMS code 80.

**Please add the following listing after page 6, line 7:**

|          |   |
|----------|---|
| TTTTOLIM | Transaction Transit Time Timeout Limit  |
| TTTDSPSZ | Transaction Transit Time Data Space Size  |
| TTTSTATS | Transaction Transit Time Statistics   |
| HIMDHDS  | This is the name assigned to a data space (DS) block, and is not an acronym, HIMDH being an arbitrary designation             |
| HIMDCTT  | This is the name assigned to a completed transactions table (CTT), and is not an acronym, HIMD being an arbitrary designation |
| CCPS     | Callable Cell Pool Services   |

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Please replace the Abstract, page 43, with the following rewritten Abstract page (A clean copy of this page is attached hereto):

#### SYSTEM AND METHOD FOR PERFORMANCE MONITORING

##### Abstract of the Disclosure

A system for monitoring a computer application software system includes a first user actuated tuning knob for allocating space in memory for performance monitoring; a second user actuated tuning knob for a specifying time out value for in-flight units of work; and a transaction monitor responsive to the first and second user actuated tuning knobs for accumulating in synonym chain cells in the allocated space timing statistics for a plurality of in-flight units of work.

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